

North Tyneside Council Report to Cabinet Date: 13th February 2012

ITEM 6(a) (ii)
Title: Traffic Regulation
Order (Proposed
residential 20 mph Zone –
Broadway South Area)

Portfolio(s): **Transport and the Green
Environment**

Cabinet Member(s): **Cllr E Hodson**

Report from Directorate: **Chief Executive's Office**

Report Author: **Ken Wilson, Head of Regeneration,
Development and Regulatory Services** (Tel: 0191 643 6091)

Wards affected: **Tynemouth**

PART 1

1.1 Purpose:

The purpose of this report is to detail, and request Cabinet to set aside, one objection received to the proposal to introduce a 20 mph zone on residential streets in the Broadway South area of Tynemouth.

1.2 Recommendation(s):

It is recommended that Cabinet:

- i. consider the objection;
- ii. set aside the objection in the interests of road safety; and
- iii. approve the proposals as shown on the plan attached as Appendix 3.

1.3 Forward Plan:

This report appears on the Forward Plan for the period 1 February to 31 May 2012.

1.4 Council Plan and Policy Framework

This report relates to the following themes/programmes/projects in the Council Strategic Plan 2011-2015:

Priority 4: Our Environment

Theme 4.4: Working with partners to keep North Tyneside safe

Outcome: 20mph zones will be in place

1.5 Information:

1.5.1 Background

- 1.5.1.1 The Council is now in the final year of a five-year programme to introduce 20mph zones in residential areas and outside schools in the borough. 20mph zones are an integral part of the Council's Road Safety Strategy approved by Cabinet on 11 January 2010 along with a range of road safety measures including education, enforcement and infrastructure works. North Tyneside has a long and successful history of addressing road safety issues and since the late 1990s the Council has introduced numerous traffic calming measures, including 20mph zones, in response to concerns about road casualties and speeding problems. As a result the long-term trend in the borough shows a continuing decline in the number of deaths and serious injuries on our roads despite rising levels of car ownership and use in the borough.
- 1.5.1.2 When an area is to be designated as a 20mph zone, traffic speed surveys are first undertaken to determine the existing average speeds. Using the standard national assessment criteria, if the average speed is over 24mph then measures such as road markings or physical traffic calming may be included in order to reduce the average speed below 24mph.

1.5.2 Statutory Consultation

- 1.5.2.1 The Highways Act 1980 requires that all schemes involving a change in speed limit must be advertised on site and in the local press. This enables members of the public to object to the proposal. Any objectors are first sent a detailed response and invited to reconsider their objection. Any objections not withdrawn are referred to Cabinet for its consideration.

1.5.3 Summary of Objectors

1.5.3.1 Mr F

Mr F objected on the grounds that he cannot recall any occasion when there has been an accident involving a resident or motorist in the 33 years he has lived on Edith Street. Having lived in Tynemouth for over 50 years he can never remember there being a serious accident problem on the roads and considers this exercise to be an unnecessary expense which the Council cannot afford. The full text of Mr F's objection is included in Appendix 1.

- 1.5.3.2 Officers responded and explained that as part of North Tyneside Council's adopted Road Safety Strategy, a programme of 20mph zones in residential areas is being implemented in line with national best practice and that the policy to introduce 20mph zones in residential areas is part of a proactive approach to keep the numbers of accidents low. Officers noted that this approach involves minimal costs for the one-off installation of relevant signs and road markings. The full text of the officer response is included in Appendix 1.

Mr F did not wish to withdraw his objection.

1.6 Decision options:

Cabinet may:

Option 1

Approve the recommendations set out in section 1.2.

Option 2

Not approve the recommendations set out in section 1.2.

Option 1 is the recommended option.

1.7 Reasons for recommended option:

Option 1 is recommended in the interests of road safety recognising that the proposals are part of the Council's adopted Road Safety Strategy and form part of an approved action in the Council Strategic Plan 2011-2015.

1.8 Appendices:

Appendix 1: Letters / emails of objection and associated correspondence

Appendix 2: Legal Notice in local press

Appendix 3: Plan of scheme (drawing BROAD20) A1 version is available on the Council website, will be displayed in each group room and will be available for inspection at Cabinet

1.9 Contact officers:

Derek Smith, Senior Manager, (0191) 643 6106

Kevin Ridpath, Network and Transportation Manager (0191) 643 6089

Paul Fleming, Team Leader, Traffic and Network Management, (0191) 643 6116

Alison Campbell, Financial Business Manager, (0191) 643 7038

1.10 Background information:

The following background papers/information have been used in the compilation of this report and are available at the office of the author:

(1) North Tyneside Road Safety Strategy 2010 - 2013

(2) Tyne and Wear Local Transport Plan 2011 onwards (LTP3)

(3) Plan of scheme is available on the Council website, will be displayed in each group room and will be available for inspection at Cabinet.

PART 2 – COMPLIANCE WITH PRINCIPLES OF DECISION MAKING

2.1 Finance and other resources

Funding is available from the Council's "Urban Safety Schemes" programme within the Local Transport Plan capital allocation for 2011/12, which was approved by Cabinet on 7 March 2011. The estimated scheme cost is £3,500.

2.2 Legal

The introduction of local highway schemes such as a 20mph zone is subject to compliance with the relevant statutory process under the Highways Act 1980.

2.3 Consultation/community engagement

2.3.1 Internal Consultation

The views of Ward Members are sought at the initial stage of the development of a scheme for a 20mph zone and are taken into account.

2.3.2 External Consultation/Engagement

Consultation carried out with residents during the development of the scheme is detailed in paragraph 1.5.2.

2.4 Human rights

The proposals within this report do not have direct implications in respect of the Human Rights Act 1998.

2.5 Equalities and diversity

There are no adverse equalities or diversity issues arising from this report. There are potential positive equal opportunity implications in that physical accessibility, particularly for people with disabilities, may be improved.

2.6 Risk management

There are no adverse risk management implications arising from this proposal.

2.7 Crime and disorder

There are no direct crime and disorder issues arising from this report.

2.8 Environment and sustainability

There are no direct environment and sustainability issues arising from this report.

PART 3 - SIGN OFF

- Strategic Director(s)
- Mayor/Cabinet Member(s)
- Chief Finance Officer
- Monitoring Officer
- Strategic Director with Responsibility for Community Engagement

Appendix 1

From: Mr F

Subject: 20MPH [Scanned]

I honestly can't see the point of making Edith Street where I live and also many other streets around Tynemouth a 20mph limit. I have lived in Edith Street for 33 years and can't remember any occasion in that time when there has been an accident involving a resident or motorist. In times when financial cutbacks etc. have been forced on the Council I can't see how they can justify the expense of installing these signs all over Tynemouth without producing some sort of statistics on the number of accidents caused in the area by excessive speed by motorists, if these figures are available I would be interested to have a look at them.

In all the time I have lived in Tynemouth which is over 50 years I can never remember there being a serious accident problem on the roads around Tynemouth and feel that this exercise is an unnecessary expense which the Council can ill afford.

Regards

Mr F

From: Paul Fleming

Subject: 20MPH objections

Mr F

Thank you for your comments regarding the implementation of 20mph zones across the borough.

North Tyneside Council are moving forward with a programme of 20mph speed limits in residential areas in line with most Local Authorities across the country and also in line with recommendations from the Department for Transport. North Tyneside Council are in the final year of a 5 year programme.

Most residential areas do not have a serious accident problem, however these problem areas were targeted first and traffic calming was used in these areas to physically slow traffic through the area. Over time the main accident problems within estates have been addressed but we now need to consider a different approach.

We feel the introduction of 20mph speed limit is a proactive approach rather than a reactive approach, and the way forward to ensure accident numbers remain low and encourage people to walk and cycle more in their neighbourhood and surrounding areas. Most schools across the borough are situated within residential areas and the parents and child's journey to school should be as safe as possible. If we can encourage parents to leave cars at home and walk to school there will be less traffic congestion during the peak periods which would be a benefit for all.

It is not just a case of providing signs and road markings but an attempt to change drivers attitudes when travelling through residential streets, a place where they live and bring up their children. Whilst traffic surveys undertaken across the borough verify that the majority of drivers do drive sensibly within residential estates, not all do therefore it is the next step to try and change drivers attitudes to make this an automatic reaction when driving through residential areas (just like the seatbelt is now accepted as normal). A 20mph speed limit within a residential area is a sensible speed. It is found that the speeds at which vehicles travel is directly linked to the severity of injuries sustained in the event of an accident. For example, a pedestrian, if struck by a vehicle driving at 20mph, is likely to suffer slight injuries. At 30mph they would be severely hurt and at 40mph or above are likely to be killed. Reducing the speed limit to 20mph will have a

direct impact on general road safety for all users of the highway whether or not they are walking, cycling or driving in North Tyneside.

The cost to erect signs and road markings is minimal compared to the overall cost of an accident should one occur. Signs will need to be erected in the area to denote the start and end of the zones; however we will remove the existing road hump signs as these are not necessary within 20mph zones.

I have tried to answer the points raised and would hope that you will withdraw your objection to the proposals, if you wish to proceed with your objection it will be taken to a forthcoming Council Planning Committee in the coming month, the exact date for this will need to be determined, can you please confirm your intentions before 26th August so we can move forward with this proposal.

Regards

Paul Fleming

Team Leader, Traffic and Road Safety